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IRELAND, CHEERS FOR O'BRIEN IN

SPITE OF THE POLICE. sions in the Tory Camp Germany's

Great Army Project - Arrectine the Wrong Hostier-Frince Feedinand Open-ing Champagne tor his Subjects - Lord Sai-isbury's Rookerles in London-Cooper, the King of Forgers, in Prison—Ris Won-derful Secret Pockets which the French Police Could Not Find—Gayety in Paris, Depright, 1888, by Tax Sun Printing and Publishing LONDON, Jan, 28.—Ireland has been talking

all this week about little save William O'Brien. Thousands of enthusiastic admirers have had their heads broken through their insistency in demonstrating in his honor in spite of police prohibitions, and some poor folks on one of the Government islands in Queenstown harbor even braved and have since undergone eviction from their houses rather than suppress their enthusiasm. O'Brien has been doing his best by speeches and other methods of excitament to make himself seriously ill, but the man's marvellous nervous energy has kept him up, and he is now breathing invigorating sea breezes, not because he is particularly fond of the ocean, but because he wants to make himself strong enough to fight Balfour in the House of Commons.

Balfour's coercion energy shows no signs of shatement. Since the Coercion act went into active operation, soon after Parliament rose, he has imprisoned seven or eight members of Parliament, a few priests, and about 500 others. peasants, farmers, shopkeepers, and the like, for what by no stretch of imagination can be described as other than political offences. The number may be even larger, for arrests take place daily all over Ireland, and, as some of the prisoners are tried before specially constituted courts in most remote districts, even the ubiquitous reporters sometimes fail to record

Meanwhile the Government make believe that everything is going on beautifully, and that Irishmen are beginning to love them. ount Cross, Secretary of State for India. and well known as one of the Queen's few personal friends, actually had the audacity, while speaking to a meeting of Tories at Perth last night, to say that Balfour's beneficent rule was based upon freedom of speech, freedom of action, and freedom of thought for all.

Parliament will meet on Thursday week, and rumors of dissensions in the Ministry and blekering among the Liberal-Unionists leaders grow louder and more persistent. Home Secretary Matthews proclaimed at Birmingham the other day that the Ministry and their allies were never happier and more harmonious than just now, and he denounced those who had en saying the contrary in tones of tearful indignation. This, however, is a very familiar device, and its value in the present instance will be proved when the parliamentary machine is once more creaking and groaning at

On the Continent the week has passed alst without war alarms, but the enterprising journalists who kept the last big scare going along so merrily seem inclined to start another in connection with the new German Army bill. Time was when a demand by the German War Minister for \$70,000,000 and 700,000 additional men would have sent Europe into fits. Now it is taken almost calmly. There has not been a single Bourse panic, and some financiers even look upon the demand as a fresh guarantee of peace, inasmuch as it adds one more to the long list of arguments submitted to the Russian bear to prove how uncomfortable things could be made for him should he abando peaceful ways. Nobody doubts that the Reichstag will vote money and men by a big majority, for the Reichstag faithfully reflects the belief of ninety-nine Germans out of one hundred, and that belief, no matter what statesmen and newspapers may say, is that as war must come sooner or later it is better to be prepared to make it short and decisive and glorious for the fatherland.

It is in the smaller States that the greatest agitation and alarm prevails. Just now Roumania has been in the throes of a crisis, and all about a hostler, but the hostler belonged to Monsieur Hitrovo, the Russian Minister at Bucharest, and there was a terrible to do when the time that he was Hitrovo's hostler. When they found it out they dropped that hostler as if he had been a hot potato. Hitrovo, besides being the Russian Minister at Bucharest, is the chief agent for the Panslavists, that great party which has ere now controlled even Czars, and he it is who distributes to the conspirators money by means of which the life of little Ferdinand of Bulgaria and that of Alexander of Battenberg ore him have been made miserable. Hitrovo was furious over his hostler's arrest, and swept around and about Bucharest like a second-grade tornado for a couple of days. The least of his threats was to break off diplomatic relations with a Government so little mindful of the dignity of Russia. Ultimately, however, his wrath was assuaged, and negotiations are now going on smoothly as to the numhostler to salve his lacerated feelings.

In Servia, King Milan. who, by the way, has found ample solace for the continued absence of his wife, is again at loggerheads with his Parliament, and there is to be a general election, the result of which is not likely to disturb the European equilibrium. Montenegro is protesting against the action of an over-energetic threatens to hang the gang of Montenegrin brigands caught in the act of looting a Turkish village. This incident may possibly develop, as Russia has also protested against too severe treatment of the culprits. Prince Fordinance is keeping royal state at Philippopolis, with the assistance of his mother, who, as the daughter of a King, has, it is reported, greatly impressed the simple Roumellans. But Ferdinand has been using more material means to find favor in the eyes of his subjects, in the shape of banquets, balls, reviews, decorations, and promotions. Ferdinand has never been so dissipated since he left Vicana, and he and his mother have never in their lives spent so much money for other people's benefit. They think it money well invested, but the officers drink the little man's champagne and eat his good things and reel off to their quarters, there to pledge their beloved Alexander of Battenberg in bumpers of homelier liquor and to quarrel and fight ong themselves as to the probable date of the return of the hero of Slivnitza.

The Crown Prince of Germany has just celebrated the thirtieth anniversary of his marriage, and the occasion afforded another opportunity to the Germans of showing their sympathy, which again took the somewhat emparrassing form of innumerable presents. Berin is already prepared for the return of the beloved Fritz in the spring, but whether he will be able to leave San Remo so soon will depend upon the specialists, one of whom. Sir Morell Mackenzie, left London this morning to have another look at that much-examined throat. The German press and people are still distrustful of Mackenzie, but he is serene in the condence of his illustrious patient and of Queen Victoria. The latter has just sent Mrs. Mackenzie one of the splendid Indian shawls which she usually reserves for aristocratic brides, with the following womanly note accompanying it: The services your husband renders my son-in-law sep-strates him often from you, and in order to show how highly I value the satisfaction he brings us I send you this token of my regard.

Lord Randelph Churchill arrived in Paris

LATEST NEWS FROM EUROPE. this evening. It is said that he has swelled and he was remanded until Friday next. It is visibly since he started on the Russian tour, which has caused such a stir all over Europe. He is not satisfied, however, with his experiences in Berlin. He was entertained at tea by the Empress Augusta, and was invited to many grand dinners, but he pined for Bismarck, The Bussian Chancellor Giers had talked European politics with him, and he saw no reason why the German Chaecellor should remain at Friedrichsruhe when a man who for a brief period was the British Chancellor of the Exchequer was known to be in Berlin. But grim old Bismarck has a thorough contempt for shifty, womanish creatures like Churchill, and he neither went to Berlin nor invited the great

little man to Friedrichsruhe.

The Empress of Austria, alarmed at her increasing embonpoint, has taken the advice of her physicians to go in for plenty of exercise Any day may be witnessed at the Castle of Godolo a sight, awe-inspiring or comical, according to the opinions of the spectators, of a stout, elderly empress fencing with a demure young archduchess, Marie Valerie by name.

Lord Bute, who has made many millions during the last few years by the simple process of sitting still and watching the growth of the town of Cardiff, which he owns, has donated \$80,000 toward building a Roman Catholic church at Rothesay, in Scotland. He had previously given about \$500,000 for a similar purpose in England. His lordship joined the Catholic Church fifteen years ago.

The profits of company promoting, to which reference was made in this column last week. yesterday received another illustration. A company promotor sued for a \$12,500 fee for introducing a vender to a purchaser. The introduction was effected in two conversations of two and a half minutes each. The judge thought \$2,500 a minute was a trifle too much for the defendant to pay, but the jury did not agree with his lordship and gave a verdict for the plaintiff for the sum mentioned. Some months ago it was announced that

Lord Salisbury had sold a portion of his London house property and was anxious to dispose of more. He will, however, retain more profitable property, which, strange to say, consists of some of the most horrible slums in London. The noble marquis, for political purposes makes a great pretence of forcing bad Irish landlords to make concessions to their tenants, but in London he insists upon the fullest recognition of and deference to the sacred rights of property, especially when the prop erty happens to belong to him. There is a case in point. A hard-working man in Ryder court holds a house under an agreement from the Prime Minister of England. Owing to the bad condition of the drains and the consequent foul sewer gas the tenant's family has suffered terribly. One son died four months ago, another has been recently sent to the hospital, and every other member of the family has been more or less in the hands of doctors for more than a year past. The most noble landlord has refused to make any repairs, even to the roof, which is in such a state that in wet weather rain gets into the house and pours down stairs in torrents. The tenant, driven to desperation, has now adopted Irish tactics, and refuses to pay any rent until the house has been made habitable. It remains to be said that the greater part of London, including the district in which Lord Salisbury holds property, is governed, or rather misgoverned, by a corrupt body known as the Metro-politan Board of Works, the members of which would no more think of compelling a marquis to comply with the law than they would of proceeding against Queen Victoria.

Joy and pride are prevailing emotions at

tland Yard to-day. William Ringold Cooper, who is recognized by the rascaldom of two hemispheres as the king of the forgers, was safely lodged in Pentonville jail to-day, and will in due course be tried and convicted of gigantic forgeries, and sentenced to a long term of penal servitude. Cooper, of whose interesting career the American newspapers gave details apropos of his arrest by the French police on Dec. 12 last, is only 40 years old, tall, dark, handsome, dignified, and courteous in demeanor, with a voice soft, musical, and even caressing, the very sort of a man to set women talking. He is a well-educated and charming conversationalist. The English detectives who brought him to London to-day say Cooper may possess all these beautiful gifts, but the saw more of the devil than of the angel in him. Cooper was arrested at Fon-tainebleau in the forest hotel, dear to sporting Frenchmen, far from other habitations. He had been staying there some time in company with a charming young lady, and did a good deal of shooting in the forest, but for a day or two previous to his arrest he seemed unhappy and nervous. The smiles of his pretty companion only irritatedihim, and he indulged heavily in brandy. He tried to kill the French detectives who arrested him on a Scotland Yard warrant, so they put him in chains. When arrested he had several thousand pounds in his possession, but, after the usual search, the French police credited him. in official documents, as having only a few hundred francs, a discrepancy which caused Cooper to utter many sarcastic and unkind remarks respecting his captors in particular and the French rolice in general.

British Detective Sergeants White and Frost met Cooper and his armed es-cort at Havre. It is usual to send extradited prisoners by way of Calais or Boulogne, but the air was full of rumors of a band of desperadoes who had sworn to rescue the king of forgers, and the route was altered at the last moment. "Take care of him, gen-tlemen," said the French detectives to their British confrères, "he is a desperate and dangerous man," and Sergeants White and Frost did take very great care of him. They took him on board the steamer, placed him in a room, and then and there calmly proceeded to strip him naked. Frost knew his man, and distrusted the thoroughness of the French search. Frost's caution was rewarded by various small discoveries, but even the seasoned, close-cropped hair of Messrs. White and Frost bristled heavenward when from a secret pocket in the prisoner's trousers they draw a bowle knife of portentious dimensions and phen-omenal sharpness. Cooper said nothing, but he looked as though he would have liked to say and do a great deal. Every gar-ment was honeycombed with pockets, secret and apparent, but the French police had pretty well cleaned them out, especially of valuables. Frost and White helped Cooper to put on his clothes, and then respectfully but firmly they put on a pair of handcuffs. It must have been soothing to Cooper's pride as an American and a criminal that the handculls were of superior strength and finish and of American manufac ture. He tried the first-named quality repeatedly and desperately on the way across the Channel, apparently unaware that White and Frost, each with a six-shooter in hand, were watching him through a side window. It was at those moments chiefly that Cooper's face lost its angelic character.

Cooper proved himself a good sailor, but the detectives suffered much and Cooper jeered at their agony, whenever, as was frequently the case, they manifested it in his presence. The steamer arrived at Southampton at 10 o'clock this morning, and the party proceeded direct to London. From the railway station Cooper was taken to the Bow Street Police Court in a four-wheel cab, with an escort worthy of a State prisoner or dynamiter. By the time he mained of his sweetness, and scowled in a manner which quite upset the cierk of the court. The prisoner was for-mally charged with forging a check on

not known publicly that Cooper made a big haul of bonds in San Francisco in 1877 by means of a forged order, which he induced a 12-year-old boy named Frank Caul to present While serving his last term in a British prison he was visited by Capt. Lees, Chief of the San Francisco police, who offered not to apply for his extradition on his release if he would say how he disposed of the Frisco bonds, and it is believed some sort of an arrangement was made. How Cooper scooped in \$175,000 while in the employ of the Navy Department at Washngton, how he collected \$18,000 at Mobile \$64,900 at San Francisco, and other exploits is recorded in the pigeon holes at Scotland Yard,

and will be mentioned in court after he has shown cause why sentence should not be passed upon him. London will celebrate on Tuesday next the centenary of the death of bonnie Prince Charlie the young pretender, or rather a mass in his memory will be said at the Catholic church in Kensington. In July next Plymouth, and prob ably many other towns, will celebrate the ter centenary of the defeat of the Spanish armada In view of Lesseps's difficulties, the Nicaraugua canal scheme is attracting some atten tion over here. People interested in the old American Atlantic and Pacific Ship Canal Com-pany are saying very hard things of Senator Edmunds's bill to incorporate another com pany to run a rival scheme.

Musical Parisians are pricking up their ears and preparing to judge on next Monday at the Grand Opera House the merits of M. Saltayre's new opera, founded on Dumas's novel, "La Dame de Montsoreau." The joy, however, is not as complete this time as it usually is. There has been no grand dress rehearsal for the benefit of newspaper critics, so that a rather considerable portion of operagoers and music lovers who habitually hear and judge beforehand new music through journalistic ears, will be sadly perplexed to know what to admire. It is known that the manager builds much hope on his ballet, which would seem to show some lack of confidence in the merits of

the music itself. The latest fashionable and patriotic craze in Paris is worth mentioning. It consists of an mmense black bow worn by imperialist and royalist ladies in their hair or somewwhere on heir dress, but very much en evidence. It is supposed to indicate that although its fair wearer seems to be enjoying herself pretty well her heart is not with her gay surroundings, but with the exiled princes. Miss Eleanor Calhoun, who had great success at the Hay market Theatre not long ago, has returned to condon, and is preparing to go once more on the stage in a play to be brought out by herself. There is no foundation whatever for the re port of Miss Calhoun's engagement to Mr. Winston of Chicago, Another rumored enagement, which has been persistently printed for a week in many American and English newspapers, that of Miss Geraldine Ulmar to Sir Arthur Sullivan, is equally unfounded. It is simply an old rumor revived. Sir Arthur is writing a new opera for Miss Ulmar, but noth ing more serious is going on.

Mr. Rudolph Aronson of the Casino is in Lon lon. He has made arrangements for the production of the forthcoming Gilbert and Sullivar opera at the Casino. Gilbert and Sullivan are very enthusiastic over their new work, and de clare it will eclipse all their former efforts.

ortsman to-day republished from THE Bun an interview with James Wakely which ppeared on Jan. 17, in which it was 'alleged that Referee Atkinson agreed with Fox to let the Kilrain-Smith fight go whichever way was wanted. Atkinson resents this, and has served the proprietors of the Sportsman with notice of a libel suit.

The wheat trade has passed through another idle week, buyers having shown hardly any disposition to operate, although sellers were more disposed to meet them. Corn has been firm, chiefly supported by Continental demand

or Black Sea cargoes on passage. Business on the Stock Exchange has been somewhat restricted owing to settlement, but the tone has been fairly good. Americans have shown a harder feeling since the conclusion of the settlement and they close firm, although under the best point. Money is very cheap There are indications of renewed speculation in copper shares.

TRIED TO KILL A MAN IN COURT.

Into His Own Hands. CHICAGO, Jan. 28.-While the moon was shining brightly at midnight on Nov. 7 a man placed a ladder against one side of Express-man Thomas Walsh's house, and climbed into the window of the room occupied by Walsh's pretty fourteen-year-old daughter Annie. The cotsteps of the intruder awoke her. Before she could cry out the man seized her by the throat and attempted to assault her. The next morning the girl said that her assailant was James Britton, who had worked for Mr. Walsh. The night before Walsh and Britton quarrelled and came to blows. Waish was badly beaten in the fight, and when he washed the blood from his face he discharged his belligerent employee. Britton threatened vengeance, and i

from his face he discharged his belligerent employee. Britton threatened vengeance, and it was supposed that the attack on little Annie was a part of his revenge.

He was arrested on last Thursday. His case was called in the Criminal Court. Witnesses proved that Britton was playing cards on Madison street at the time the assault was said to have been committed. The jury retired last night, and returned a sealed verdict this morning acquitting the prisoner. When the foreman read the verdict Walsh, who was greatly agitated, jumped to his feet, and drawing along revolver levelled the barrel at Britton.

The prisoner fell upon the floor. The jurors leaped out of their pens and the spectators turned over the chairs in a frantic rush for the door. Bailiff Best threw himself upon Walsh and got hold of his hand. Bailiff Scanlan flung his arms about Walsh's neck, while Mrs. Walsh and her daughter fell upon the desperate man. Let me kill him! Walsh cried. Let me kill the man that ruined my daughter. He has ruined her. Let me kill him I say."

The man struggled furiously, and while the bailiffs were trying their utmost to wrench the revolver loose from him the weapon was turned upon Judge Clifford, who hid behind his desk. The Clerk's table is a stout piece of furniture, and behind it three or four excited and frightened men found refuge. Others lost no time in getting out of the door. Walsh was finally overpowered, and he was hurried off to jail.

Islder Cohnfold's Case.

OTTAWA. Jan. 28.-It is understood that the Customs Department has offered to condone the offence of Isidor Cohnfeld to importing his horses, carriages, and trappings to Toronto at an undervaluation, on condition of his paying 50 per cent of the appraised value of the animals and outfit. If he declines to accept these terms the horses and carriages will be confacated.

A Water Pamine Feared.

Long Island City, Jan. 28.—There is danger There is danger of a water famine here if the cold weather continues. There is little water in the ponds, and the springs which furnish the supply are failing. Notice has been sent out by the water will be shat off throughout the city from 7 o'clock to night until 70 clock is the morning.

A Beautiful Calcudar for 1888.

A richip colored oleographic Screen Calendar, consisting of five panels, representing The Dream of Life. "A story in color." To get it, purchase a box of Dr. C. Mc-Lanc' Celebrated Liver Fills for 25 cents (at druggist's). Mail outside wrapper with address and four cents in stamps to Pieming Bros. Pittsburgh, Pa. It is an elegant novelty, an ornament for any parlor. Mention this paper. This calendar is worth \$1. Get the genuine McLanc's Fills.—Adv.

Only 83 to Albany and Return. Extensive preparations are being made for the Grand Minter Carnival at Albany, Feb. 1 and 2. Excursion tickets will be sold for above dates by West Shore Hallroad and New York Central Railroad. Apply to agents at Son, els. 780. or 161 780. or 162 Broadway, 7 Battery place, Yest Shore Hallroad Central Blatten for particulars.—480.

TRAFFIC CHOKED BY SNOW.

ROUTES SCARCELY RELAXED. New York State Roads Stir Hardly Any Freight-Nearly Half the City's Milk Supply Cat Of-Drilts Continually Re-newed-Pienty of Work Shovelling at 81,86 a Day-Trouble in Other States

WINTER'S GRIP ON GREAT RAILROAD

They are getting used to it now at the Grand Central station-incoming trains late and chilled passengers rushing for the nearest stove or the handlest alcohol repository. At noon yesterday Assistant Superintendent Voorhis of the New York Central said that the Hudson River division was all open, and the regular freight and passenger trains were moving. He expected to move about 200 freight cars each way yesterday. The Central division. especially west of Syracuse, is in bad shape only two of the four tracks being open, and those only enough for the passenger traffic to be accommodated, with many delays and steady loss of time. No freight trains have been run since the storm of Wednesday night. though most of them have been got to division terminal points and into yards. Only a few are

stalled or snowed in.

The starting of freight trains on the Hudson River division, with so much doubt as to when they will be able to get through to Buffalo, is simply to keep the traffic as well advanced as possible, for there are 1,000 cars of west-bound freight waiting in this city now. There were 350 cars of live cattle caught in the storm. They have all got to shelter. The New York trains were run down here, and those bound for New England were pushed through to West

They have all got to shelter. The New York trains were run down here, and those bound for New England were pushed through to West Albany. The cattle there had to be unloaded, as the Boston and Albany road has not taken any trains from there since Wednesday.

Orders have been sent out to hire as many men as can be got in the effort to get all the tracks clear. But \$1.55 a day men are scarce, and the cold is so intense that they cannot work to advantage. Between Syrnouse and Buffalo, an additional fall of snow made more work yesterday morning, and in many places the drifts were almost as bad as before. At West Albany, the yard hands and shop workmen were sent out on the road to shovel snow.

The trains due here at 7:30 and 8:50 last evening were all about three hours late, and the prospect as reported by their passengers and crews is not promising. Not only is more snow likely to fall, but it will require a marked moderation of the temperature before much can be done to got the freight tracks open.

The West Shore road was clear enough for regular work up to Frankfort, 250 miles away in the Mohawk Valley. No freight tracks open.

The West Shore road was clear enough for regular work up to Frankfort, 250 miles away in the Mohawk Valley. No freight tracks open that it was impossible to see across the track. The express traffic yesterday, as on the day before, consisted of running the St. Louis express and the Facific express and the St. Louis express and the Facific express and the radial control of the facility of the programme for yesterday.

About 5 o'clock yesterday afternoon a stock train bound east on the West Shore Railroad broke in the middle, a couple pin having given way. Five cars left the track, but were not smashed, nor were any cattle killed. The accident occurred about three miles from Catskill station, and a block there of five or six hours was added to the embarrassments of the officials. The snore-bank-breasting consolidated expresses were held idle on clear tracks for five hours. The west-bound e

away. The branches are blockaded, and only a little gets through of the important part of the milk supply that the Erie road usually brings. A relief party yesterday morning reached the snow-bound live stock train near Middletown.

The delay in the mail service has been another quickly felt and important feature of the blockades. The Erie mails were most delayed. The Dunkirk way train, that arrived at 5 yesterday morning, was six hours late. The New York Central's Chicago mail, due at 6:45 A. M., arrived at 12%. The San Francisco mail, via the Pennsylvania road, was three hours and a half late. The Albany morning mail, due at 9:20 A. M., was not ready for distribution until 2 c'clock in the afternoon. An average of three hours' delay was recorded on all the other mails.

BAD TIMES ON WATER.

Every Sert of Craft Subjected to Delay and

Damage by Storm and Ice. The steamers Australia, Chateau Margaux, and State of Pennsylvania arrived yesterday morning resembling huge icebergs. Their officers report terrific weather for the last few days. The State of Pennsylvania was the most heavily iced of the three. Her bows were hidden under a shapeless mass that extended to the bridge. Her sides were heavily coated to a point abaft the mainmast. Her sticks were heavily sheathed in ice as high as the main yard. She had a very severe time of it after eaching the banks, and was unable to take a pilot until she reached the bar, the sea running so high that it was impossible to get one abourd. Pilot R. Sylvester of the Richard Carll, No. 4. was put aboard of the Australia on the 26th thirty-five miles off Montauk Point. She was making scarcely two miles an hour, and was heavily listed on account of the ice and the way her coal bunkers had been emptied. A lowling gale was blowing, and the pilot's yawl crew had a narrow escape from being swamped in going alongside. A heavy sea struck the yawl, and she was half full of water when the pilot went up the side. Only the most skilful

yawl, and she was half full of water when the pilot went up the side. Only the most skilful handling of the yawl and the excellent seamanship of the Captain of the steamer prevented an upset. The steamer was kept on straight for Montauk Point, and got up under the lee of the land for the rest of her voyage. Pilot Sylvester says that he has not been so asar the beach in twenty years. He was very much interested in noting the new hotels that have been built all the way from Shinnecock down. That and the mulitudes of crows on the sand were the remarkable features of the trip. He was near enough to count the birds.

The Ward line steamer Sanifago also reported having experienced a terrific gale. It was most severe of Hatteras, and the ship had to be slowed down to prevent the spray from flying so that ice enough to almost swamp her would be made. The gale stuck to her all the way up. She was a mass of ice from bow to midships. Capt. Allen reports that he saw several square-rigged vessels in the Guilf stream hove to, to weather the gale.

The North and East liver ferryboats had hard trips and made slow time yesterday on account of the ice. The northwesterly wind forced it in solid masses into the Brooklyn slips on the East River, and New York ones on the North River side. The ice was not very heavy or thick, and came from the bay. The river ice has not broken up any lately, but when it does it will be worse than that of yesterday. No damage was done to the ferry companies property, except at the Cortlandt street ferry in the morning, where the Chleago, in making her slip, ran her bow under the bridge and wrecked the railing of her main deek. No one was injured.

About twenty-five South Brooklyn folks year-

About twenty-five South Brooklyn, folks yes About twenty-five South Brooklyn folks yesterday morning took the new Thirty-ninth street forryboan that left, or tried to leave, the Brooklyn slip at 10½ for the liattery. A great field of heavy ice extended fully a mile out into the bay. In half an hour the boat had worked a hundred feet away from the slip. The ice floes closed in around her, and during the next hour and a half, by backing a little and then going ahead full speed, she forced her way perhaps lifty feet further west. The passengers

day. Shenandoah of the Housatonic line was The Shenandoah of the Housatonic line was brought to her dock by the tug Harley Baker yesterday forenoen. Just before she struck the ice jam off Riker's Island a big chunk of drift ice stuck in one of her putent feathering wheels and wrenched a couple of buckets out of it.

Long Island Sound was spanned by a bridge of ice all yesterday, and hundreds of people crossed from Whitestone on the Long Island side to Baylis' dock on the Westchester shore, near West Farms. Such a thing has not happened for many years before. It was caused by large fields of drifting ice getting Jammed between the opposite shores.

Staten Island Sound is completely frozen over. The ice is eight inches thick. All tows bound to Perth Amboy are obliged to take the outside route. Yesterday two large tugs having in tow twenty-three large barges bound for Perth Amboy for coal, were obliged to put in to Stapleton, where they will remain unfil the ice breaks up. The ferryboat Maid of Parti, plying between Tottenville, Staten Island, and Perth Amboy, makes her trips with much difficulty.

BLOCKADES EVERYWHERE.

High Winds, Big Drifts, and More or Less Muffering in Several States

Oswego, Jan. 28 .- Last night the thermometer was 10° below zero, and the wind blew at the rate of 60 miles an hour. This morning all trains were abandoned on the Rome. Watertown and Ogdensburgh road, and the train on the Delaware, Lackawanna and Western road, due here at 8 A. M., had not arrived at 11 o'clock. The passenger train due here from the East at 12:50 P. M. yesterday on the Rome, Watertown and Ogdensburgh road was stuck in the snow all night near the city limits and did not reach the city until 9:25 this morning. The passengers were taken off in nacks. The passenger train due here from the West at 6:50 last night is stuck fast thirty miles west. No freight has been handled in three days. Six locomotives, a snow plough, and one train were in the snow all night between the city and a point five miles east. Some of the locomotives exhausted their coal and water and were hauled into the city this morning. A portion of Charles T. Paisloe's "Grass Widow company and the company's baggage were

company and the company's baggage were stuck in the snow all night, and the large audience which had assembled to see their performance here was disappointed. The company was to play in Auburn to-night, but cannot get there on account of the blockade, and will give a performance here.

AUBURN, Jan. 28.—The storm shows no abatement. The roads in the country are impassable, and rallways are blocked. One New York Central train was abandoned here last night, and seven trains were stalled between Auburn and Geneva. Four trains are stalled at Canandalgua, and the hetels are overrun with snow-bound guests. State Prison Superintendent Lathrop is detained at Cayuga, en route to the funeral of the Hon. C. C. B. Walker at Corning. The heaviest drifts are reported between Geneva and Waterloo, and Waterloo and Seneca Falls. The rallway authorities at Geneva have telegraphed for thirty snow shoveliers. The big iron snow plough at Buffalo is expected over the Auburn branch this atternoon, pushed by five locomotives. On the Southern Central all trains north have been abandoned, and thirty feet of snow is reported at Cato. The morning train south is stalled at Freeville. The Ithaca, Auburn and Western branch, and the Elmira. Cortland and Northern are at a standstill. A snow plough pushed by two mogule engines has been part of the way over the Southern Central road, but the snow drifts in about as soon as it is removed. Efforts will be made to get a train through to-day.

STRACUSE. Jan. 28.—There is no change for the better to-day on the railroads centring here. The Auburn branch of the New York Central and Hudson River road is closed by a freight blockade. One hundred and forty trains are stalled west of Skaneateles. The Binghamton and Oswego divisions of the Delaware, Lackawanna and Western are onen. The Syracuse, Ontario and New York is open as far as Cazenovia. One train is ditched at Erieville. On the Rome. Watertown and Ogdensburgh road no trains have reached this city from Watertown since Thursday noon. Hundreds of freight cars are laid up at East Syracuse, The live stock has been taken out of the cars to save them from starving.

Binghamton, Jan. 28.—Last night the wind blew a hurricane, and piled up the snow in drifts ten and fifteen feet high. The mercury ranged from 8 to 14* below zero. Trains on the Erie and Lackawanna roads are doing a little better than yesterday, coming in live and six hours late. Trains on the Albuny road and the Syracuse and Utlea roads are running two and four hours late. The country roads are almost impassable, and many farmers, in attempting to make their way to town, have been compelled to abandon their sleights in the drifts. Newnord there out to adopt of fifteen feet. The last passenger train to get to that village arrived there on Thursday evening and has remained there since. A gang of 200 men are clearing the tracks to get the train out.

Two days ago a family in the town of Shawangunk lost a child by death. The storm has prevented any arrangements being made for the funeral. The stage between Newburgh and Walden which left this city on Thursday afternoon was abandoned en route, and now lies half buried in the snow. Along the road near by are several barrels of stuff that were thrown out of some sleigh to lighten the load and enable the driver to get to shelter from the storm. Travellers by teams to-day between Walden and Newburgh came portions of the way through the fields.

PENNSYLVANIA BALLROADS BLOCKADED.

and Newburgh came portions of the way through the fields.

PENNSKIVANIA RAILROADS BLOCKADED.

HARRISBURG, Jan. 28.—One of the greatest show drifts ever encountered in this region was that which delayed all trains over the Cumberland Valley Railroad. The first train to run into the drift was the day express, which left Hagerstown at noon yesterday, due here at 3 P. M. When opposite the almshouse, one mile east of Carlisle, a bank of snow several feet high and covering the track a distance of fifty feet, was encountered. The engineer made several attempts to force the engine through, but finally gave it up. The engine was then detached from the train and by great effort ploughed its way smid the flying snow, clearing the track a distance of more than haif a mile. The engineer then attempted to return for his train, but was astonished to find the track between him and the passenger coaches blockaded by a much larger drift than the first one. A force of mon was secured, who went to work with shovels to open the way for the trains. Work continued until night, when the secommodation train, due here at 7:35, came along, and was compelled to walt until the day express could be shovelled out. The wind was high, and the flying snow almost blinded the workmen. Five more hours passed away, and the New York express, sue here at 12:50 this morning, was also compelled to stop. The shovel brigade was augmented by help from Carliste, and that as the first streaks of daylight began to show in the sky the tracks were cleared, and the delayed trains started off and arrived here at about 6 this morning. The train which left here yesterday at 3:45 P. M. for Chumbersburg arrived at Carlisle at 5 this morning. An engine and two cars on the South Fenn road, running from Chambersburg to the first streaks of daylight began to show in the sky the tracks were cleared, and the adding day and the railroad company is securing the country for men to shovel snow. They offer 30 cents an hour.

Reading, and the railroad company is securing the co PENNSYLVANIA BAILROADS BLOCKADED.

who had now been on board two and one-half hours—begged the Captain to return to the slip. This was impossible, for the ice astern was packed as tightly as that ahead, and it was for the packed and it was found the same to be locked. The Bethel mail route has been abandoned, and great difficulty is being experienced to-day in supplying country post of the Connecticut coast, and the larger ones are only kept open by tugs breaking the channels. The Portchester boat has stopped running, and all the other boats have been delayed. Some all the other boats have been from four to six hours late. Willoughby Rohmer, a mail carrier between tenhanged to the form since. It is believed that he pent to six hours late. Willoughby Rohmer, a mail carrier between tenhanged to six packed to travel. A refrigerator car londed with Western dressed beef jumped the track at Vestern dressed beef jumped the track at Vestern dressed beef jumped the track at Vestern dressed beef jumped the track at Vest

was opened.

Easton, Jan. 28.—When trains began running more nearly on time yesterday, after a thirty-six hours' blizzard, railroaders heaved a sigh of relief, thinking the worst over. So it was with the Lehigh Valley, but on all other lines the trouble still continues, and to-night will prove the worst of the three. The wind is blowing a gale, and snow is piling into the cuts as tast as ploughs sweep it out. The cold is intense, and railroaders suffer greatly. Belvidere reports that the Lehigh and Hudson road, running to Warwick, is completely blockaded, and that no trains will be able to get through before Monday. The Bangor and Portland, opened yesterday, was closed to-day by drifts, and the Lehigh and Lackawanna finds that three engines cannot remove a snow drift that has blocked the road seventy-two hours. A curlous feature of the storm is that the railroads unaffected on Thursday and Friday were almost completely blockaded to-day. This is particularly true of the East Penn road, where four passenger trains were caught in the drifts iast night, and their passengers held prisoners until to-day. The road was abandoned for a time this morning. The Lehigh and Susquehanna road has had similar trouble all along its line, which yesterday was practically clear. The cold to-night is interfering with the steaming power of locomotives. All country roads are filled with drifts. as opened. Easton, Jan. 28.—When trains began run-

are filled with drifts.

NEW ENGLAND SNOWED UNDER.

CONTOCOOK, Me., Jan. 28.—The people in this vicinity are just beginning to move after a three-days snow blockade, the worst for forty years. Some people had their doors and windows blocked up by the snow.

Farmington, Me., Jan. 28.—The first Maine Central train to arrive since Wednesday night came in this afternoon. The town has been isolated from the surrounding towns for three days. Drifts from four to filteen feet deep coven all the roads. A party of ten commercial travellers, representing Maine and Massachusetts firms, were snowbound here. No trains have run over the Sandy Biver Hallroad for two days. WATEBURY, Vt., Jan. 28.—No mail has arrived from Boston for three days, and no passengers over the Butland road. There is no travel on the highways yet.

MONTPELIER, Vt., Jan. 28.—There have been no night trains over the Central Vermont since Wednesday. Barre was shut in from Thursday morning until Friday slight, when a train went through with two engines and a plough. The Berlin mail has been brought over the hills by carriers on snowshoes, and the Worcester stage came through to-day for the first time since Wednesday. The streets in the town are crossed in many places by drifts several feet degn, and some country roads cannot be opened before the middle of next week.

MONTREAL Jan. 28.—The snow blockade has lifted somewhat, and two trains arrived from New York at midnight last night. One was due Thursday night and the other Friday morning. NEW ENGLAND SNOWED UNDER.

pany was to play in Auburn to-night, but cannot get there on account of the blockade, and will give a performance here.

AUBURN, Jan. 28.—The storm shows no abatement. The roads in the country are impassable, and rallways are blocked. One New York Central train was abandoned here last night, and seven trains were stalled between Auburn and Geneva. Four trains are stalled at Canandalgua, and the hetels are overrun with snow-bound guests. State Prison Superintendent Lathrop is detained at Cayuga, en route to the funeral of the Hon. C. C. B. Walker at Corning. The heaviest drifts are reported between Geneva and Waterloo, and Waterloo and Seneva have telegraphed for thirty snow shovellers. The big iron snow plough at Buffalo is expected over the Auburn branch this afternoon, pushed by five loccomotives. On the Southern Central all trains north have been abandoned, and thirty feet of snow is reported at Cato. The morning train south is stalled at Freeville. The I thack, Auburn and Western branch, and the Elmira, Cortland and Northern are at a standstill. A snow plough pushed by two mogule engines has been part of the way over the Southern Central in through to-day.

Syracuse, Jan. 28.—There is no change for the better to-day on the railroads centring here. The Auburn branch of the New York Central and Hudson River road is closed by a freight blockade. One hundred and forty trains meard of Smill's move and rushed across to the depot from the hotel, just as the train was about to start. Callander jumped aboard, but was met by Clark, who ordered him off. He refused to obey, saying that he had quite as good a right to go as Smith's party. Roadmaster Clark toid Callander to get off or get kicked off. Callander jumped on the platform between the engine and the caboose, and dared Clark to start the train. Winthrop meanwhile took an active part in the discussion, insisting on being carried if Smith went. Many hard words were exchanged, and at one time the disputants parrowly escaped exchanging blows. The passengers attracted to the scene took the part of Callander and Winthrop. Clark then telegraphed to Vice-President Stevenson at Bridgeport for instructions, and got orders to take no passengers on the construction train, but to have a special of two engines and one passenger car made up to go south as far as possible. Smith was therefore obliged to leave the cars, much to the satisfaction of the crowd. The passengers waited patiently for the special to start, but at 5% a telegram came from Bridgeport to start no train, as the construction train had been derailed at Housatonic, tearing up the track and smashing the engine. The road is thoroughly blocked, and the disappointed people made arrangements to spend Sunday here. Many without money were obliged to sleep on benches in the depot. Others more fortunate get lodgings at the hotels. Travel will not be resumed before Monday or Tuesday. The blockade is the worst in the history of the road.

Accidents in the Service of the road.

Monday or Tuesday. The blockade is the worst in the history of the road.

ACCIDENTS IN THE SNOW DRIFTS.

PALMER, Mass., Jan. 28.—A locomotive attached to a snow plough was derailed near Amherst on the Central Massachusetts Railroad this alternoon while going through a huge snow drift. No one was seriously injured. Train No. 42 on the Beston and Albany road, due there at 2:04 P. M., has been stailed at Kinderhook several hours to-day, but at last accounts had been dug out and will reach Hoston by morning. The "Modeo" train on the same road remained in a drift in the vicinity of Chester all night, arriving here at 10:18 this morning.

Great Barrisoton, Vt., Jan. 28.—A caboose drawn by two engines, on the Housatonic road, jumped the track at Housatonic this afternoon and upset. Forty-two men were on board, fitteen of whom were injured, though none was fatally hurt. Ose engine was smashed, and the tender was thrown on top of it. The accident was caused by a broken frog.

St. Johnsburg, Vt., Jan. 28.—A snow plough was thrown from the track on the St. Johnsburg and Lake Champlain Railroad to-day, On the plough were sixteen men, all of whom were badly shaken up, and one of them. Henry Lyons, was quite seriously injured.

Damaniscotta, Me., Jan. 28.—The passenger train, hound west at 10 o'clock this forenoon, jumped the track in a deep cut near the depot. A snow plough and a locomotive collided with the bridge, causing it to partly fall. No one was injured.

Laconia, N. H., Jan. 28.—The first train for forty one hours arrived, at 9 A. M. today tron

the bridge, causing it to party fall. No one was injured.

Laconia, N. H., Jan. 28.—The first train for forty-one hours arrived at 9 A. M. to-day from Plymouth, followed by a large number of freight and passenger trains, among which was the Canadian Pacific express due on Thursday morning. The gouger that was wreeked at Meredith last night, was burned in order to clear the track and furnish heat for shovelers.

The roads are in a terrible condition, and but few teams have come in from the country. The snow is drifted in places twenty feet high.

A Trugedy in Yates County. CANANDAIGUA, Jan. 28 .- News has just reached here of a murder in Vinevalley, a small village in Yates county on the shore of Canandaigua Lake. It is reported that Charles Canandaigus Lake. It is reported that charies
Dodd killed a young woman of the name of
Van Buskirk, with whom he had been intimate.
Dodd was formerly of good reputation, and
was Superintendent of a Sunday school at
Vinevalley. Mise Van Buskirk was a domestic, The storm has so blocked the roads that
no communication with the place can be had.

About three months ago lienri Abele's Ruby Reyal "See" (red champagne) was for the first time offered in the New York market. It is kept to day at every first-class hotel and restaurant. So rapid a success is the best evidence of the merits of the wine.—Ade.

THE FIVE-FOOT-FIVE HERO. GIVE BUTCH TWO HONORARY INCHES AND MAKE HIM A FIREMAN.

The Rescuers of Mrs. Kenter Both Bache-

PRICE THREE CENTS.

iors, but Butch is Bespoke by a Jersey Girl-Mayor Hewitt Interesting Himself in a Recognition of Their Daring and Skill. After THE SUN got out into the street yesterday morning Driver John J. Price of Engine Company 23 and "Young Butch" Christian Weiss, who saved the life of Mrs. Sarah Keator at the fire in the Martha flat house at Fifty-seventh street and Tenth avenue, were the heroes of the town. Mayor Hewitt read in his Sun how Butch, the unpaid volunteer of 23, and Price had crawled on their stomachs to the edge of the slippery, slanting roof, sixty-five feet from the ground, had dropped down the clothesline to Mrs. Kentor in the fifth-story window, had hauled her by the rope hand over hand to the edge of the coping, and finally had dragged her over the cornice, and how Price had carried her unconscious over the roofs to the first safe house on Tenth avenue north of the fire. The Mayor read also that Young Butch was crazy to be a regular fireman, but couldn't because he is only five feet five inches tall, and the Fire Commissioners insist on five

ful sawed-off hero couldn't be recognized in some way. Exactly what Mayor Hewitt will do can't be predicted, but he said yesterday that he would try to do something. There are firemen in the department whom the Commissioners wouldn't lose for a good deal who are not an inch taller than the boy who has been running to fires with 28 in a strictly unofficial capacity for five years, and lots of people who saw Butch and Driver Price save Mrs. Kenter said yesterday that if the department didn't suspend its rules just once, so as to let him in, it would be mistake, when even Capt. David Conner, who is foreman of 23, is only just as tall as Butch. But Conner was a fireman in the days of the old volunteers, and he got his hold on a place before the Commissioners passed the rules

feet seven, and the Mayor made up his mind to

inquire into the matter, and see if the youth-

before the Commissioners passed the rules which would now bar him out.

The men of Company 23 call Christian Weiss "the Buffalo" when they are talking of him, and to his face they call him Butch, because he works for a butcher. Weiss is a German in type, and has that ruddy red complexion that butcher boys got. He is chunky and stout, with sturdy legs, strong arms, and a buiging chest. His twenty years have brought him no moustacle or beard or any bad habits. When he talks he smiles and shows even rows of good teeth, and when he laughs his brown eyes sparkle. All in all he has a good honest face, and the people of his neighborhood up and down the river blocks west of the Park think he is a big hearted and a good boy. He had a hard time yesterday what with compliments on his exploit and banterings on his stumplness. "Butch," said his fellow here Price, "if you don't grow that extra inch and a haif we'll have to pull your legs. We've got to have you now somehow or other."

And three or four of the men of Company 23 chimed in:

"If nulling his legs won't do, we'll hamper.

And three or four of the men of Company 23 chimed in:

"If pulling his legs won't do, we'll hammer his head till there are two-inch welts on it."

All the men of 23 say that Butch ought to be one of them regularly appointed and entitled to draw pay. He left school when he was 14, and in 1883 he began to run with the engine. He proved very useful. Whenever his work for the day was over he would stay around the engine house in West Fitty-eighth street and he gradually learned all the ropes. His passion to be a full-fledged fireman grew year by year, and it was only a little while ago that he gave up hope that when he reached the age of 21 years he would be sufficiently tall. Since that conviction took hold of him he hasn't slept as well as he used to. Yesterday lots of men shook him by the hand. He was blushing all day long under the congratulations. He stood about the corner at Fifty-seventh street and Teath avenue from time to time and the children pointed him out with glee. Some time in the afternoon his sweetheart, a bouncing, plump-checked Jersey girl, with a red apple glow, came from across the river and found. Chris on Tenth avenue and then the lad was in clover. He may not win a fireman's helmet, but he has won a pretty girl's admiration.

Driver Price has also won the smiles of the girls for blocks around the scene of the fire. Like his comrade Butch he is unmarried. He is really a good-looking fellow, with firmly knit frame, a big neck, no fat on it, a strong aw, and a wall-shaped face, brightened by bine eyes, and topped with a thatch of brown hair. He is twenty-seven years old, and lives with his mother. Wherever he went yesterday, when out on the streets, he was looked at by groups of girls, who said they thought he was "just splendid." Price has been live years on the force, and his comrades say he doesn't know how to be afraid. When he was with Company 54 he went to a big piano factory fire of Forty-second street, between Tenth and Eleventh avenues, and the fourth story floor fell with him to the c chimed in:
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"If pulling his legs won't do, we'll hammer "just splendid." Price has been live years on the force, and his comrades say he doesn't know how to be alraid. When he was with Company 54 he went to a big plano factory fire on Forty-second street, between Tenth and fileventh avenues, and the fourth story floor fell with him to the cellar. He was carried down through burning timbers all the way, and then burned to his neck in water and sissing beams. It was two neck in water and sissing beams, it was two powers of Friday. She was resting at a relative's on Fifty-eighth street, near Ninth avenue, and there, last evening, young Butch was introduced to her. She rose from her lounge and looked at the boy for half a minute. It was the first time she had seen him since he saved her life. When she had looked him all over she began to pour out her thanks, and she kept on thanking until Jutch's face got redder than the hot coals in the grate fire. They talked the rescue over.

"The fire came so quick," she said, "that I couldn't escape by the staircase. Then the heat and the smoke drove me to the window for air to breath. I called to the crowd for a ladder, but it seems that the ladders hadn't come. I didn't know any one was going to help me ustil I saw the rope dang's in front of the window, As I remembered it at first, I thought I simply held on to the rope with my hands, but I guess after all that my excitement was so great that the first recollection was not accurate. I think now that the rope was doubled around my waist, and that I caught it with my hands also. How those men on that icy roof ever held on to their places, with their hands both catching the rope, I don't know. The rope was very short."

"Yes," said Butch; "It was so short that as we lay on the roof we had only a little over a foot of it left after you had tied it around your body. We had only that foot in length to hold on to at first and pull up with."

"I'don't remember fully how I got over the edge of the roof," said Mrs. Reator, "except that my leands and wrists were scratched. I must have fain

A Chanco to Tell What He Knews Against Gould and Sage.

The District Attorney's office has given notice that at moon on Wednesday next it will give to Wm. H. DeLancey, and any others that may wish to appear, a hearing in the matter of the charges made by Mr. De Lancey agains Jay Gould and Ruasell Sare. It is understood that Bourke Cockran has been retained by Gould and Sage.

5,000 Silk Umbrellas Given Away. Fine integraph pictures of all the Police Captains and Inspectors of New York, brooklyn and Jersey City in uniform, packed with One of the Picest Tobacca, on presenting as our office a complete set CO pictures; during 1888, the holder will receive an elegant silk unifolial.—Adv.

P. & W.

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